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REPORT NO.

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1. In the early part of 1951, [redacted] the construction of a new type ship which had been ordered by the Russians. It was to be a type between a minesweeper and a destroyer, 100 to 120 meters long, top speed at least 35 sea miles per hour, medium range, twin screw diesel motors. The Russians did not mention what kind of armament it was to carry or what its mission was to be.
2. A specialist was sought for the project and found in the person of Walter Schlack. He had been head of the Naval Construction Bureau East, and after the war, technical director of the Neptun Shipyards, Rostock. Unfortunately, Schlack was in a Rostock jail at the time, having been found guilty of possessing old construction plans of the Neptun Shipyard and of the former Naval Construction Bureau East at Koenigsberg. He was released about the middle of 1951, after having served six months of his sentence, and he undertook the job. He picked the twenty best technical designers of the People's Shipyard, Stralsund, and moved with them into the former casern area at Stralsund-Schwedenschanze which was placed at their disposal by the Sea Police.
3. In the latter part of 1951, Schlack submitted a proposal for a minesweeper with very powerful engines. The German minesweeper type M-43 served as the basis for his plans. Four diesel motors of 5,000 HP each, two engines working on one shaft, would have been needed.

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head of the plant, Director Kapp. Kapp related that his plant was busy at the time with the construction of a 1,200 HP 12M diesel modeled after one from a former German minesweeper (R-Boat) which had been placed at their disposal by the Russians. The

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[illegible]

casting of the block for the 1,200 HP engine had already created great difficulties, as the large foundry had not yet been erected. It might have been possible to have the block for the 5,000 HP motor cast in another foundry, but it would have been impossible to manufacture the crankshafts, for no factory existed in East Germany which could produce the crankshafts for the 1,200 HP motors, let alone one for a 5,000 HP motor.

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5. At Wolf-Buekau, [ ] it would be impossible to build the diesel there since, first of all, they were a SAG enterprise and completely occupied with reparations orders, and secondly, they had no machinery to produce crankshafts of that type. The plant was capable of manufacturing crankshafts only up to the size for the eight cylinder 350 HP diesels.

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6. [ ] it would be impossible to construct the diesel at WUMAG in Goerlitz, because the large machines which might have been capable of producing it had been dismantled. The plant was assembling a 1,000 HP MAN diesel motor to be displayed at the spring fair in Leipzig in 1951. It was made of old spare parts dating back to the war. For lack of proper machinery, the crankshaft was made by hand in the apprentice workshop.

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7. [ ] does not know if Herr Schlack was ever able to get his improved minesweeper produced.

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1. [ ] Comment. WUMAG = Waggon - und Maschinenbau AG.  
Brunnenstrasse 11, Goerlitz.